

## WARM CAMPAIGN IN SOME COUNTIES

Rockingham Storm Centre of  
Exciting Contest in  
Virginia.

SWANSON AND BYRD SPEAK

Local Fights, Here and There  
Throughout State Attract  
Attention.

Most of the political contests of the year in Virginia were settled in the Democratic primary of September 7. In a large majority of the counties of the State the party nominees for the General Assembly and for county offices have no opposition. Should the Republicans elect every candidate they have in the field for the Legislature, they would still form a minority without appreciable strength.

So that in the election of November 7 voting in many parts of the State will be a perfunctory proposition. Yet this fact does not prevent the liveliest sort of campaign in those counties where there is opposition to Democratic nominees. After all, it is the candidacy of home people for offices that bring their incumbents in daily touch with the public that give the real interest to elections. Frequently a campaign for a county treasurer or sheriff, or even for a supervisor, will far transcend in popular interest an election for the office of President of the United States.

**Fight in Rockingham.**  
Rockingham county seems destined to be the real storm centre of the present campaign. Always close between the parties, it is torn this year by contending factions and excited by all manner of charges against individuals. Senator George B. Kezelle, for a generation "the watchdog of the Virginia treasury," a giant physically and intellectually, is battling for his political life in a three or four-cornered race for the office of treasurer of the county. George N. Conrad, the Democratic nominee for the State Senate to succeed Mr. Kezelle, is opposed by John Paul, a son of the late distinguished judge of that name, and who won his spurs as a politician last year, when he downed the former administration faction of the Republicans of the Seventh Congressional District and made the Acker-Kezelle forces bite the dust. For every office within the gift of the people of the county a vigorous fight is in progress.

**Swanson and Byrd Busy.**  
Into this situation leading party men have been called. Senator Claude A. Swanson and Speaker Richard Evelyn Byrd will address the voters at Rockingham county at Harrisonburg today in the interest of all the Democratic nominees. It is also expected that Representative James Hay will be present, and in this event he will probably be called upon to speak. The other party is equally active. Mr. Paul will address the voters at Dayton tomorrow, after opening his campaign at Montezuma on Saturday night. At Dayton he will be accompanied by George N. Earman and Dr. W. F. Payne, the Republican nominees for the House of Delegates.

The Harrisonburg Normal School, with its fate when represented by Republicans or Democrats, is an issue. So also are personal attacks against Senator Kezelle's record, which he has promised to refute.

**Democrats Will Lose.**  
In Augusta, according to reports which have reached Richmond during the past day or two, the independent movement, fostered by the "dry" element, will prove a failure, there being practically no doubt of the re-election of Senator Edward Echols and Delegates Templeton and Kemper. In Shenandoah there is a fight all along the line, with the results exceedingly doubtful.

Democrats of the Ninth and the Republican part of the Fifth Districts are fighting in nearly every county. They expect to make gains in the legislative representation. No local primaries have been held, the party men being satisfied by convention or by agreement. For all fights, confined, however, to Democrats, are also in progress in some other counties of the State, including some of those in the Northern Neck.

C. M. Lunsford, who hopes to reclaim Boietourt to the Democrats, is spending in every settlement in behalf of his candidacy for the House of Delegates.

## 5,000 HORNETS FRIENDS OF CIVIL WAR VETERAN

He Breaks Up Their Winter Home, But  
They Refuse to Sting  
Him.

Spring Lake, N. J., October 15.—Just now the people, the public eye is John M. Wood, Civil War veteran, who went through an ordeal as nerve-racking as any in his war experience. Thousands of hornets flew about him, but none stung him.

In the recent storm, a blind on a nearby cottage became fastened. Wood climbed a ladder despite his age to nail the offending blind fast.

A few well directed blows with the

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heavy hammer and the veteran was conscious of a buzzing sound. The old man, who had fought at Gettysburg and Antietam, was surrounded by an angry insect army, which manoeuvred in swirls about him.

He looked the field over, wondering why the apparently angry hornets had not long before attacked him with the frenzy known of their kin. His glance passed from the black sea of winged sky cleavers to a long crack in the boarding of the house.

Further inspection disclosed the fact that the insects had built themselves a winter home within the protection of the wall.

Resolved to move downward, yet fearful of the stingers of the flying warriors, Wood dismounted the ladder. About him swarmed the hornets. They pressed his cheeks; they sang about his ears; yet never did one sink its stinger into his flesh. What the charm may be, Wood is at a loss to understand, but says he is the only man under the Stars and Stripes that can lay claim to the friendship of 5,000 hornets.

## NEW PLOWING RECORD IS FOUR MINUTES TO ACRE

Fifty Shares Are Drawn by Three Oil-  
Pull Traction Engines in  
Experiment.

Lafayette, Ind., October 15.—As a result of an experimental demonstration in plowing at Purdue University yesterday, the usefulness of the horse has been brought even nearer a minimum than by the advent of the first automobile a quarter of a century ago and the more recent demonstrations in aviation haulage.

Before an immense throng of farmers and scientific men, many of whom traveled miles to witness the demonstration, a new world's record in plowing was established, when three oil-pull traction engines, hitched to one unit of fifty plows, turned over a stubble field at the rate of an acre every four minutes and fifteen seconds, a task that could not have been accomplished fifty years ago without the use of a team of oxen, a clumsy plow and a day's work.

The new outfit, operated by three engineers and one plowman, cuts a strip of land sixty feet in width, and turns over approximately seven acres every mile it travels.

The demonstration was arranged by President Stone, of Purdue University. Each of the fifty plows worked independently of the others, being so arranged in sections that the variations in the levels of the land did not interfere with the successful operation of the machinery.

President Stone was delighted with the splendid work done by the engines and the mammoth plow, and has the undivided support of the agriculturists in his belief that the traction plow will be adopted soon by every owner of extensive plowing areas.

## WILL STAND TRIAL FOR 46-YEAR-OLD MURDER

Bonham, Texas, October 15.—Trial for a man alleged to have committed forty-six years ago the deed which Captain Daniel W. Byers, who lives six miles north of Greenville, Texas, is facing. The case was set for this term of court, but owing to the absence of some of the material witnesses for the State it was continued.

The indictment was returned by the grand jury in 1865, but it was not until a few months ago that Byers was arrested. Captain Byers had a difficulty with Captain L. L. Harris on the streets of the town. This trouble resulted in a shooting affray, in which Harris and the latter's son were killed. Byers left this part of the country.

For more than forty years he lived in South Texas, where he was a well-known and highly respected citizen. Three years ago he moved back to North Texas. When news of his existence reached the peace officers he was brought here to await trial.

One of the eyewitnesses is Captain Ben C. McCulloch, of Austin, and he has been summoned to testify in the case.

## AVIATION VICTIMS NOW NUMBER 100

Death Roll Reaches That Point  
With Fatalities at Rheims  
and Rome.

SIXTEEN WERE AMERICANS

France Suffered Most, Losing 37  
of Her Aviators, One a Woman—  
Germany Lost 12.

New York, October 15.—The progress in the science of aviation has been costly in human life. With the death of Hans Schmidt at Berne, Switzerland, yesterday the number of persons killed in aeroplane accidents has reached an even hundred.

Beginning with the death of Lieutenant Thomas E. Selfridge, the first person killed in an aeroplane, in 1903, the list of fatalities has rapidly increased, especially in the present year, when the deaths almost doubled the combined number for the three preceding years. In 1905 one man lost his life, in 1906, four, in 1910, thirty-two, and to date for the present year, sixty-three persons have been killed.

Aviation's victims include sixteen Americans—Lieutenant Selfridge, Eugene Speyer, Ralph Johnstone, Walter Archer, John B. Moisant, William G. Purvis, Lieutenant George T. M. Kelly, R. V. Hardie, William R. Badger, St. Croix Johnstone, J. Frisbie, Louis Rosenbaum, Frank H. Miller and Dr. Charles B. Clarke and Cromwell Dixon.

France has contributed more victims to the list than the combined numbers of America, Germany and Italy, her number totaling thirty-seven, including a woman, Mme. Deniz Moore, who fell at Etampes, July 21 of the present year. Another woman, the Baroness de la Roche, had a narrow escape at the Rheims meet in July, 1910, when she fell 160 feet, breaking her arms and legs.

Other women who lost their lives in the present year were: English, seven, and Russian, five. The latter represented in the list Belgians, Peruvians, Spaniards, Hungarians and Dutch.

It has been pointed out that whereas in the earlier days only the most fitted, mentally and physically, dared flights, nowadays great numbers of amateurs do so. The deaths for the present year include a number of aviation pupils, the most recent being Dr. Charles B. Clarke, an amateur, who did not obtain an aviator's license, but who made a dash at the Rheims meet, where he was killed by falling from a monoplane against orders at the command of the instructor, Captain T. M. Martin, who was killed near Magdeburg, Germany.

October 26.—Fernando Blanchard, a Frenchman, killed at Chartres, France, while flying with a passenger, who escaped with slight injuries.

October 26.—Floekmann, a German, killed by fall of 150 feet at Muhlhausen, Germany. He died the next day.

October 1.—Horr Haas, another German, killed at Wellen, Germany.

October 7.—Captain Mazewitch, of the Russian army, fell 1,640 feet at St. Petersburg.

October 23.—Captain Madlet, of the French army, fell 100 feet at Douai, France.

October 25.—Lieutenant Monte, of the German army, killed near Magdeburg, Germany.

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was full of bumps like a rough road. The month just ended has been a record-breaking one for aeroplane fatalities, fifteen deaths having been recorded for September, two better than the previous record of fourteen, which occurred in May, 1911. Here is a list of those killed:

1908.  
1. September 17.—Lieutenant E. Selfridge, Signal Corps, U. S. A., killed at Fort Myer, Va., while flying with Orville Wright in a Wright biplane. Wright had a narrow escape, and was badly injured.

1909.  
2. September 7.—Eugene Lefebvre, a French aviator, killed at Juvisy, France, while flying in a Wright biplane.

3. September 22.—Captain Louis F. Ferber, of the French army, killed at Boulogne, France, while flying a Voisin biplane.

4. September 22.—Ena Rossi, killed in a machine of his own make while flying near Rome.

5. December 6.—Antonio Fernandez, a Spanish aviator, but a French citizen, killed at Nice, France, while trying a machine of his own construction, designed after the Wright model.

1910.  
6. January 4.—Leon Delagrangue, one of the most famous French aviators, killed in a Blériot monoplane near Bordeaux, France.

7. April 2.—Hubert Le Bon, another well-known French aviator, killed near Sebastian, Spain, while driving a high-powered Blériot monoplane which turned turtle.

8. May 13.—Hauvette Michelin, another French aviator, killed at Lyons, France, in an Antoinette monoplane.

9. June 2.—Aindan de Zoselley, a Hungarian aviator, killed by fall from a machine of his own construction at Budapest.

10. June 17.—Eugene Speyer, a seventeen-year-old boy, killed by fifty-foot fall at San Francisco.

11. June 18.—Thaddeus Robt, a German aviator, formerly a professional bicycle rider, killed near Stettin, Germany, while flying a Farman biplane.

12. July 8.—Charles Wachter, a French aviator, killed at Rheims, France, in an Antoinette monoplane.

13. July 10.—Daniel Kinet, a Belgian aviator, fell at Cherbourg, Belgium, while flying a Wright biplane.

14. July 12.—The Hon. Charles Stewart, youngest son of Lord Llangattock, killed at Bournemouth, England, while flying a Wright biplane.

15. August 3.—Nicholas Kinet, a brother of Daniel, killed by fall of fifty feet at Liege, Belgium.

16. August 20.—Lieutenant Marquis Vivaldi, of the Italian army, killed near Rome in a Farman biplane.

17. August 27.—Van Maassdyk, a Dutchman, was making a cross-country flight in a Sommer biplane when the motor stopped, causing the machine to turn turtle.

18. September 23.—George Chavez, a Peruvian, had flown over the Alps from Brigue, Switzerland, for a prize of \$20,000 for a flight to Milan. He was making a landing within thirty miles of Milan, but within thirty feet of the ground when the wind caught his Blériot machine and dashed it to the ground. Chavez died September 27.

19. September 25.—Edmond Pollet, a Frenchman, killed at Chartres, France, while flying with a passenger, who escaped with slight injuries.

20. September 25.—Floekmann, a German, killed by fall of 150 feet at Muhlhausen, Germany. He died the next day.

21. October 1.—Horr Haas, another German, killed at Wellen, Germany.

22. October 7.—Captain Mazewitch, of the Russian army, fell 1,640 feet at St. Petersburg.

23. October 23.—Captain Madlet, of the French army, fell 100 feet at Douai, France.

24. October 25.—Lieutenant Monte, of the German army, killed near Magdeburg, Germany.

25. October 26.—Fernando Blanchard, a Frenchman, killed at Chartres, France, while flying with a passenger, who escaped with slight injuries.

26. October 26.—Floekmann, a German, killed by fall of 150 feet at Muhlhausen, Germany. He died the next day.

27. November 17.—Ralph Johnstone, flying partner of Hoxey, fell 800 feet at Denver. He was making a spiral glide when the lower left plane of his machine broke.

28. December 3.—Lieutenant Car-marata, of the Italian army, while flying with a soldier near Rome in a Farman biplane, lost control of the machine and it dropped. Both were killed.

29. December 4.—Walter Archer, killed at Salda, Col.

30. December 22.—Cecil Grace, a nephew of ex-Mayor Grace, of New York, disappeared while flying on a return trip across the English Channel from France. He was flying a Wright biplane.

31. December 25.—D. Piccolo killed in an Antoinette machine at Sao Paulo, Brazil.

32. December 28.—Alexander Lafort fell 200 feet at Lavy, France, on what was to have been the start of a flight to Brussels in company with M. Pola, who owned the machine. The latter was also killed.

33. December 29.—Lieutenant Gaumont, of the French army, aviation corps, fell sixty feet while testing a new monoplane at Versailles, France.

34. December 31.—John B. Moisant killed at New Orleans, La., while trying for the Michelin prize.

35. December 31.—Arch. Hoxey, the famous Wright aviator, killed at Los Angeles, Cal.

1911.  
36. January 9.—Edouard Russijan, killed at Belgrade, Serbia.

37. February 6.—Lieutenant Stein, of the German Military Aviation Service, killed at Dohertitz, Germany, by a fall of sixty-five feet.

38. February 9.—Noel and Delatorre, killed while conducting a military aeroplane at Douai, France. Noel was aviator and Delatorre passenger.

39. March 8.—Arturo Villate, killed at Madrid, Spain.

40. March 23.—Joseph Cel, killed by 2,300-foot fall at Puteaux, France, while attempting a flight over the Seine.

41. April 14.—French Naval Lieutenant Byasson, killed by fall at Chevreaux, France.

42. April 18.—French Army Captain Carron, killed by fall of 250 feet at Versailles, France.

43. April 20.—Louis Liere, killed at Mourmelon, France.

44. April 25.—William G. Purvis, died at Baton Rouge, La.; fell on March 5.

45. 48. May 1.—Matevitch and brother, killed at Sevastopol.

46. May 4.—Cachoux, killed at Kiewit, Belgium.

47. May 6.—Rene Vallon, French aviator, killed by fall in Shikhan, China.

48. May 10.—Lieutenant George E. M. Kelly, U. S. A., killed by fall at San Antonio, Texas.

49. May 11.—Hans Rochemueller, killed at Johannthal, near Berlin.

# Who Was Nell Gwyn?

Was She a Good  
Woman?

Was She a Great  
Actress?

At any rate, she was one of the Wonderful Women of the World, and you will undoubtedly want to form your own opinion of this most remarkable character in history, so read the article by Deshler Welch, in next Sunday's issue of the

Illustrated Sunday Magazine

OF

# The Times-Dispatch

On Special Service, by Hugh Pendexter

Is one of the cleverest stories of love and war you will ever have the pleasure to read, so don't miss it in this issue of the Illustrated Sunday Magazine.

## Two Brand New Fables by George Ade

"The 1911 Fable of the Common Carrier and the Gratitude of the Populace" and "The 1911 Fable of the Retarded Intellectual Development of the Snipe" will appeal to lovers of Mr. Ade's popular writings.

## Other Strong Literary Features

ROY NORTON'S GREAT SERIAL, "With Wheels of Flame," is continued in this issue, and this instalment is one of the most interesting of this great novel. "The Solving of a Mystery," by Zona Davidson; "The Madonna of the South," by Frederick Hall; "Spending Millions for Minutes," by George Ethelbert Walsh; "The Difficult Chinese Language," by Edwin Tarrisse.

And a Beautiful Colored Cover by Ralph O. Yardley

54. May 17.—A V Harle, an amateur aviator, killed by 100-foot fall at Los Angeles.

55. May 18.—Lieutenant Paul Dupus and Pierre M. Bournique, fell 250 feet at Rheims; both killed.

56. May 21.—French Minister of War Henry M. Berteaux, killed on aviation field at Issy-des-Moulineaux, near Paris, by Aviator Train's aeroplane.

57. May 23.—Laemmlein, killed by 200-foot fall at Strausburg.

58. May 25.—Benson, aviation pupil, killed while attempting turn at Hendon, England.

59. May 27.—Smith, British aviator, killed by fall of 125 feet at St. Petersburg.

60. May 28.—Cirri, Italian aviator, killed when aeroplane catches fire at Voghera, Italy.

61. June 2.—Quarez, killed at San Pablo, Brazil; fell on June 1.

62. June 6.—Marcel Pennot, dies at Havana; fell on June 1.

63. June 5.—Lieutenant Bague, a French aviator, lost while attempting flight over the Mediterranean from Nice to Corsica.

64. June 8.—Marra, killed by fall of 30 feet at Rome.

65. June 9.—Schendel and Mechanic Voss, fall over 6,000 feet at Johannisbad; both killed.

66. June 9.—Vincenz Weisenbach, killed at Weiner Neustadt, Austria.

67. June 11.—Captain Princeton, T. Le Martin and Landron were burned to death in midair.

68. June 29.—Lieutenant Trochon, killed while making first trip as pilot at Chalons-sur-Marne.

69. July 14.—French aviator Edouard Pallote, killed making exhibition flight at Algiers.

70. July 21.—Mme. Deniz Moore, a French woman, killed by 150-foot fall at Etampes, France.

71. July 23.—Joly, killed at Juvisy

while making a flight in biplane.

72. July 25.—M. Shinsansky, a passenger, killed at Taarskoo-Selo, Russia, while flying with M. Shusarenkos; the latter was badly injured.

73. August 1.—Germán Napier, English aviator, dashed to ground at Brooklands, Eng.; passenger escapes with injuries.

74. August 15.—William R. Badger, crushed to death by his machine at Chicago aviation meet.

75. August 15.—St. Croix Johnstone falls into Lake Michigan from height of 1,600 feet during Chicago aviation meet.

76. August 15.—Theodore Ridge, an English aviator, killed at Aldershot.

77. August 29.—Lieutenant Zolotnehn, a Russian military aviator, fell at St. Petersburg.

78. September 1.—J. J. Frisbie, killed by fall at Norton (Kan.) Fair Grounds; injured in crippled machine because spectators called him a faker.

79. September 2.—Lieutenant Jacques de Grailly, a French army officer, burned to death in his machine, which caught fire in midair, at Rigny-la-Nonnelle, France.

80. September 3.—Captain de Camne, another French army officer, crushed by his monoplane at Nangis, France.

81. September 3.—M. Leforrestier, French aviator, fell 200 feet while flying in Spain.

82. September 7.—Lieutenant Newman, a German military aviator, fell with passenger, M. Leconte, in Germany; both were killed.

83. September 7.—Carlos Tenaud dies of injuries received last February in Peru.

84. September 12.—Lieutenant Chotard, of the French army, fell 300 feet at Villacoublay, France.

85. September 15.—Imprisoned for three days in a wrecked bed, within the sound of scores of passersby, but unable to make herself heard, Miss Elizabeth Graham, of Kenton, was rescued, but is hovering between life and death.

Miss Graham says she sat on the bed to undress Monday evening, when three slats dropped out and the bed, sinking in the middle, bore the woman down and closed in over her. Her struggles to free herself only entangled the bedding and covering about the woman.

The following morning, her niece, Mrs. Frank Johns, called as usual, but could not get in and departed, believing her aunt had gone on a visit to the country. On Thursday evening it was found that she was not in the country. Neighbors forced an entrance into the house and found the helpless woman almost dead.

## NAMES PHILA. PASTOR'S SON AS CORRESPONDENT

J. H. Colfelt, Judge Wittbank's Son-in-Law, Accused by Husband in New York Suit.

New York, October 15.—Mrs. Marie Vyse Raborg has filed suit in the Supreme Court for a divorce from Thomas M. T. Raborg, a banker, at 111 Broadway. Mrs. Raborg charges misconduct at 10 East Forty-fifth Street last spring.

The defendant filed a counter claim for divorce, in which he charged misconduct in France in the last three years, and names Baron Gino de Monpurg, the Viscount de Cadier de Vence and James H. Colfelt.

Mr. Colfelt was graduated from Princeton in 1897, where he had a reputation as an athlete. He is the son of the Doctor Colfelt, a noted Philadelphia minister, and married Marion F. Wittbank, daughter of Judge William Wittbank, of Philadelphia, the divorced wife of Gustav Heckscher.

## CASTORIA

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